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CONFIDENTIAL

SECURITY INFORMATION

0/14

SUPP. TO

REPORT NO.

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

25X1A

REPORT NO. COUNTRY Philippines Port Information on Davao, Medina, Mercedes, Naauan, Naga, SUBJECT Nasipit, Nasugbu, Nato, Opon, Ormoc, Pambuhan, Finamalayan, Port Bello, Puerto Real, Quinabigan, Sagay, Sogod, Sulat, Tandoc, Taysan, and Virac RESPONSIVE TO CD NO. PLACE ACQUIRED 00/C NO. ORR NO. DAS NO. DATE ACQUIRED (BY SOURCE) OCI NO GUIDE DATE DISTR. 2 Jun 53 DATE (OF INFO NO. OF PAGES 2 IF THE UNITED STATES, BITMIN THE MEANING OF TITLE 18 SECTIONS ID THE OF THE U.S. CODE, AS AMENDED .. ITS TRANSMISSION OR REVI NO. OF ENCLS. TION OF ITS CONTENTS TO OR BECEIFT BY AN UNAUTHORISED PERSON

SOURCE DOCUMENTARY

 \sqrt{T} ne Office of Naval Intelligence furnished the following information to CIA for IAC absentiation in accordance with paragraph 3(c), NSCID \sqrt{Z}

THIS IS UNEVALUATED INFORMATION

Available on loan from CIA Library are copies of reports containing port and anchorage information. The reports were prepared by the Associated Steamship Lines, Manila, Republic of the Philippines, on the following ports:

Daves Province Mindanac Island Dayso Misamis Oriental Mindanao Medina Mercedes Camarines Norte Luzon Mindanao Misamis Oriental Naauan Cebu .Cebu Naga Mindana Nasipit Agusun Batangas Luzon Nesugbu Camerines Sur Luzon Nuto Cebu Mactan Opon Leyto Leyte Ormoc Samar Pambuhan Samar Mindoro Mindore Pinamalayun Port Bello Leve Leyte Luzon Que zon (Tayabas) Puert Real Mindoro Mindoro Quinabigan Negros Occidental Negros Saguy Leyte Leyte Sogod Samar Sulat Same Camarines Sur Luzon Tandec Mastete Masbate Taysan Catanduanes Virac Sorsoger.

The information contained in these reports, which bear various dates between april 1948 and June 1952, was meant primarily for operators and masters of merchant ships, and are believed to be reasonably accurate. Southern California steamship agents indicate they are not resitant in scheduling calls to be made at fhilippine harbors and readitables on the strength of such information. These reports are limited on a continuing basis and are supplemented when more correct or more recent information becomes available.

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These reports contain some hydrographic information such as is found in Sailing Directions; in some instances additional information such as anchorage fees, warehouse facilities and capacities, availability of skilled and unskilled labor, medical facilities, communications facilities, and principal shippers is also set out.

The port data listed above were distributed to a US_steamship company which made them available to the Office of Naval Intelligence_

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호/ 일/ 발/ 4th Revised Page No. 101 Issued: 24th June, 1952

PORTS & OUTPORTS Philipoine Islands

DAVAO

Davao Province Mindanao Island

Longitude 125° 37.5 E.
Letitude 07° 04.6 H.

Coast & Geodetic Charts Nos. 4624, 4608

DAVAO is the capital of Davao province and a Customs Port of Entry and Quarantine pratique.

The town is situated on the Borthwestern shore of Davao Gulf at the Southern entrance to Pakiputan Strait. The Gulf and course to Davao are clear and free from hazards, and the town is prominent from seaward. Vessels bound for Davao to load should proceed past Davao Gity to Stn. Ann (1 mile Bortheast of the mouth of Davao river) and anchor 450 yards northeast or southeast off the end of the Stn. Ana pier in 12 fathems, mud bottom. Owing to insufficiency of water alongside, this pier cannot be used.

The anchorage is well protected and outside the typhoon belt. Currents through the Pakiputan Strait run about 2-1/2 knots.

About 10 miles past Davno City, on the Mest side of Pakiputan Strait on Lanang Point, is a U-shaped government concrete wharf, 500 feet long at the face and 80 feet wide, with a controlling depth of 4 fathems of water (May, 1952). See attached sketch.

Pilotage to end from government owned piers in compulsory at the following rates:

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Vessels of 1,000 and under 3,000 gross tens -
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                            5,000
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           5,000
                           7.000
                                                  125.00
           7,000 "
                       10,000
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                                                  150,00
          10,000 gross tons, or over .....
                                                  175.00
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Pilotage to and from private piers is optional at above rates.

Pilotage for anchoring or leaving an anchorage, or shifting or changing borth in the stream of the harbor of Davno shall be compulsory for vessels engaged in the foreign trade, and the following fees shall be paid:

Vessels of 1,000 and under 3,000 gross tons - # 35.00 Yeasels of 3,000 gross tons, or ever - 55.00 Shifting or changing both - 50% of the above.

<u>PAVAO</u> = 3rd Revised Page 2 Issued: 27th November 1950

Pilotage through the Pakiputen Strait from Santa Ann to Sana, or vice-versa, is optional at following rates:

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Vessels of 1,000 and under 3,000 gross tons - $\frac{1}{2}$ 50.00 $\frac{1}{2}$ $\frac
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The Shell Oil Co., maintains a T-shaped pior and installation north of Sta. Ana at Lanang Point. It is 100 feet at the face with a controlling depth of 27 feet with mooring posts north and south on the Beach. The current indicator on the pier cannot be relied upon at low tide.

Copra, Homp. Logs and Lumber are lightered from the surrounding leading points in the Gulf to the Sta. Ann anchorage.

Principal shippers of copra and hamp, with warehouse space, are:

Stevedoring and lighterage is handled by the Luzon Stevedoring Co., who have ample labor, lighters and tugs. Rate of leading averages 15 tens per gang hour for copra and 150 bales per gang hour for hemp.

Fresh stores are obtainable in limited amount, but no fresh water is available.

No repairs can be done.

Dunnage mats and lumber are available. Nats 6 x 8 feet, \$ 4.50 each. Wood dunnage \$ 20.00 per 1,000 board feet.

Hospital facilities comprise the government provincial hospital and two privately owned hospitals.

rost Office and Telegraph Station is located in the town.

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SASA MARGINAL WHARF
SOUNDING IN Fothers
Many Luckenbach
Drowno 26 Feel

Sasa Marginal Wharf
Davao City

Shore Line

Sasa Marginal Wharf

Thore Line

Shore Line

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PORTS & O'TPORTS
Philippine Islands

ARDIRA

Hisamis Oriental Province Hindanso Island

Longitude 125° 01.4° E.

Latitude 08° 54.8° E.

Const & Geodetic Chart Mo. 4603

MADDIM is a small village situated on the west shore of Gingoog Bay.

Entrance to the bay and the bay itself is free from hazards. Three galvanized iron roof warehouses and a small pier, visible from the entrance, make a good landmark.

The shore off Medina is fringed with very narrow, steep-to corral reefs outside of which the water is very deep. No anchorage is recommended in this area, owing to the deep water near shore and on account of the bay being fully exposed to the north-east monsoon.

Procter & Gumble are the principal shippers of copra. Copra is loaded to lighters, obtained from Cebu, from a small pier. Labor is supplied locally, the average rate of loading being 12 tons per gang hour.

No fresh stores nor water are available. There are no medical facilities and the nearest post and telegraph office is located at Cagayan.

Approved For Release 2003/01/29 : CIA-RDP80-00809A000500060069-7

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3rd Hevised Page No. 36 Issued: 29th December 1950

PORTS & OUTPORTS
Philippine Islands

MERCHDES

Camarines Norte Province Lazon Island

Longitude 123° 00.6° E.

Intitude 14° 06.6° E.

Const & Geodetic Charts Nos. 4223 & 4268

Weither the town nor the mouth of the river are visible at all times from sea on account of the vegetation which covers the reef at the river mouth and the cocomit trees which cover the shore line. The best way to approach the anchorage which is about 1-1/2 miles off the mouth of the river is to bring the top of a high conical mountain about 8 miles southward of hercodes to bear 200° true and steer for it anchoring about two miles off shore to await the pilot. Pilotage to and from anchorage is compulsory at the rate of \$5.00 perfoot draft. Pilots board vessels off the Canimo Island light and, when weather is rough, anchor vessels in Canimo Pass in 6-1/2 fathoms with light bearing 10° true and south tangent of island bearing 130° true. Bamboo poles have replaced the black buoy marking the northwest end of the reef at the mouth of the river.

The anchorage is well protected from all winds excepting those from the north.

Copra and lumber are the principal exports. Li Sing Giap & Sons, the Chec Gan, Inis Dihiansan & Co., Dy Loco & Co., Fernando Vinzons & Co., and Erquiaga & Co., all maintain loading wharves and warehouses along the banks of the river, the warehouses having a total capacity of 5,000 tons copra.

The Dast Sasmill and the Borth Camarines Lamber Co., have storage further up the river.

One L.C.A. and six 3,300 sack capacity scows owned by the North Camarines Lumber Co., comprise the loading facilities. Inbour is supplied locally and the rate of loading coprs is reported to average 19 tons per gang hour, while fonding rate for lumber is about 5,800 board feet per gang hour.

No frosh stores nor water are available, neither can repairs be performed. Dunnage mats 2 m. x 2 m. can be obtained at \$1.20 each. The nearest doctor, post office and telegraph office are at Dact. 7 miles distant.

COSTRICTION AND THE CONTRACTOR		INFORMATION REPORT	,	55-53	
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Original Page No. 110 Issued: 22nd October, 1948

PORTS & OUTPORTS Philippine Islands

HAUAN

Oriental Misamis Province Mindanae Island

Longitude 124° 17.4° 2.

Latitude 8° 26.0° H.

Const & Geodetic Chart No. 4604

MAAUAN is a small village on the cost shore of Higan Boy. No prominent landmarks distinguishing the place have been reported other than Maauan Head, north of the village, which can be distinguished by its low cliff face.

The approach is open and clear with no hexards.

The shore is steep-to with deep water a short distance off-shore. Anchorage can be found about 3/5 of a mile off-shore and about 250 yards south of the Talabean River mouth in 45 fathous in good holding ground.

The anchorage is subject to rough some and swells during the South-West monsoon, which makes it too rough for lighters to leave the boach and lay alongside.

Chrome ore from the Kisamia Chromite Co., Inc. is loaded from the beach into L.C.Ts. and brought alongside. Loading, however, is controlled by the tides and is therefore slow and spasmodic. Labor is supplied locally but no winches are available.

No fresh water nor fresh stores are available. A small dispensory provides limited medical facilities. Post and telegraph office is about 15 kilometers distant.

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lst Revised Page No. 108 Issued: 28th August, 1950

PORTS & CUTPORTS

HAGA

Cobu Province Cobu Island

Latitude 10° 12.6° N.

Const & Geodetic Chart No. 14429

MAGA is a small town which lies about 10 miles to the south westward of Cebu.

About 1 mile to the south westward of Maga is situated the coment plant distinguished by its buildings, pier and smoke stack which makes a good landmark.

Anchorage for dry cargo vessels, is off the southern end of the rocks of Timean Anchorage, in 35 fathoms, with the cement plant smoke stack bearing 3420 true.

Tankers tie up to the muoring buoys located off the end of the plan and discharge through the submerged pipe line.

Anchorages are exposed to the southwest monsoon. Pilot should be obtained from Com. if required.

The Gement plant is operated by the Cebu Fortland Cement Co. They maintain a pier to handle cargo from lighters. The local railroad has a spur on the pier for flat care and cranes.

Lighters, when necessary, are obtained from Cebu, as well as labor.

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Atn Revised Page No. 94 Issued: 22nd Pag. 1950

POWER & AUTHORES
Philippine Islands

NASIPIT

Agusan Province Findanao Island

Longitude 125° 20.0° L.
Latitude 08° 59.4° M.

Const & Geodetic Charts Nos. 4647, 4603

NASE/IT is a well protected but restricted natural harbor distinguished by the town itself and a pier on the east side and a white concrete light tower on the west side, entrance to the harbor is restricted by reefs an either side marked by two privately maintained budys, appreximate position 26° true 860 yards, h3° true 600 yards, from lighthouse. Steer a 215° true course for the light structure. When the northwest point at the entrance boars 325 true change course to 180 true and continue to anchorage in mid-channel just court of the light in 45 feet.

A launch and tug meet incoming vessels to receive lines. Mooring post No. 1 is on the beach at the base of the light and mooring post No. 2 on the beach about 300 feet south of the light.

A five ton anchor on 1.0 feet of 3/H inch chain is located in the position marked by Mapy 3 (See sketch - reference (a)) which is used for mooring by some Mesters in preference to the Locating posts.

when Vessels storm is abeen of the light, drop starboard anchor and allow stern to swing towards pier, run lines to Recring Post No. 2 and stern lines to pier. Although anchorage is restricted, in this position vessel is secure and reefs at entrance to harbor keep water call at all times.

The government owned I-shaped lier is in good condition. It is 100 feet long, at the face with a mean depth of 21 feet (June, 1943). It is not used, however, for loading occum-going vessels.

The Macipit Lumber Co., Inc., are the only supports of loca and lumber and supply their own labor for attordering.

Two pontoon barges, one L.J.E. and four J.J.Es of varying magnities, and one tag and one launch owned by the mill, provide ample loading facilities. Lighters are loaded at the log basin, or in the Equator liver and towed to the anchorage. Loading rate is about 8,000 board feet per gam; hour.

No from stores nor free water are available and only misor repairs can be undertaken. Wood dunnage can be purchased at reasonable rates.

A small distancery at the mill site offers limited medical facilities.

There is no jost office but the mill radio is in contact with kanila twice a day; at 8:30 a.m. and 4:00 p.m.

He local pilot is available, but a representative from the mill meets all incoming vessels estaids to advise Ensters.

14.73: The front range light shown on the chart (reference (b)) does not exist.

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lst Revised Page No. 18 Issued 8th October, 1948

PORTS & OUTFORTS Philippine Islands

YASJOHU (Yawa)

> Batangas Province Laison Island

Longitude 120° 37.2° %.
Letitude 14° 05.2° N.

Const & Coodstic Charts Nos. 4214, 4257

The Black Con Buoy marking the reef south of Filar Book is missing (20th May, 1947).

MASUGHU is one of the leading points for sugar from the Central Asucarera Don Pedro of Hoxas y Cia. It is not considered safe during the Southwest Monsoon and during that period sugar is leaded off Calatagan Point.

The Government pier at warm just north of Easughu has been completely destroyed and only the concreted causeway remains. The transmy along the causeway has also been destroyed or removed.

Vessels calling to load should anchor about 1-1/2 miles south of the pier in about 5 fathoms of water.

A 3,500 tons warehouse at the shore end of the causeway is ewned by the Sugar Central but has been considerably desaged.

Lighters and tugs for loading at anchorage will be supplied by the Luzon Stevedoring. Hamila, and local labor used for stovedoring.

Fresh stores and ice are available in small quantities but no fresh water can be obtained nor repairs done. There are no hospital nor medical facilities.

There is radiophone communication between the sugar central and their Hamila office as well as a postal radio station.



		INFORMATION REPORT	714.4
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PORTS & OUTPORTS Philippine Islands

PARO

Gammarines Sur Province Isson Island

Latitude 123° 32.2 E.
Latitude 13° 36.5 E.

Coast & Geodetic Charts Nos. 4221, 4222

The village lies just behind Sagnay Point at the western end of Lagonoy Gulf.

On a course of 300° true, with Atulayan Island two miles off abeam, run one mile past abeam and change course to 255° true.

This course will clear the sheal at the mouth of the river at Sagnay Point. The sheal is marked by a black drum buoy.

A boat meets the vessel with a flag to indicate the anchorage. Too much reliance should not be placed in this aid as the anchorage indicated is usually too close to shore.

Recommended anchorage is in 14 fathoms, with Sagmay Point bearing 171° true, Atulayan Island bearing 148° true and Rosa Island bearing 054° true. The anchorage is well protected by the surrounding hills from the Southwest monsoon but is somewhat open to the Mortheast monsoon.

Principal suppliers of coprs and hemp are Pascual v_* Lee Lin Co, and Lexaro Larreuri who maintain a wooden landing from which barges are leaded.

Lee Lin & Co. own four warehouses of 400 tons copra, 1,300 tons copra, 700 tons copra and 700 beles hemp capacity respectively. Leading facilities consist of 3 beats and one L.C.M. - one boat holds 120 bales of hemp, two hold 600 each, and the L.C.M. holds 200 bales. Care should be exercised in rejecting wet bales from the boats. Labor is plentiful and experienced, and the leading rate averages 500 tons per 12 hours for copra and 1000 bales of hemp for a like period.

No fresh water or stores are available and no repairs can be performed. Dunnage mats, 2 meters are available at \$1.60 each.

A small clinic is maintained at Nato by the government health officer, but the nonrest post and telegraph office is at Naga, 50 kilomotors distant.

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1st Rovised Page No. 107 Issued: 29th August, 1949

PORTS & OURFORTS Philippine Islands

OPON

Cebu Province Mactan Island

Longitude 123° 56.6° E.
Latitude 10° 18.9° N.

Const & Gacdetic Charts Nos. 4718, 4447

OPON is within the harbor limits of Cebu Harbor, stending on the northwestern side of Macten Island,

All information regarding Cabu (Page 106) applies to Opon.

The principal oil companies represented in the Philippines have installations at Open with berthing facilities for bunkering vessels.

The Philippine Refining Co., operated a cocomut oil mill at Opon which has been destroyed. The dock, however, is in good condition.

Coming from the north, the first dock at Open is the Philippine Refining dock. A little to the southwest of it are the Standard Vacuum piers and dry dock slipways of the Cobu shipyard. Further south, is the Coltex installation and further south still the Shell Oil installation forming an island by itself.

Local information indicates that at low water in Open, the maximum draft should not exceed the following:

Celtex Wharf . . . 24 feet Stanvac Wharf . . . 28

when a minus low water exists, less water than indicated above can be expected.

Pilotage to all these docks is compulsory.

CASSILIANA	INFORMATION REPORT	
SECURITY INFORMATION	OFFICE OF NAVAL INTELLIGENCE	DATE IN MERCHT
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Original Page No. 77 Issued: 5th April 1948

PORTS & OUTPORTS
Philippine Islands

ORMOC

Leyte Province Leyte Island

Longitude 124° 36.5° E.
Latitude 11° 00.4° N.
Const & Goodstic Charts - 4426

ORMOC is situated at the head of Ormoc Bay.

Entrance to the bay and the bay itself is clear and free from hazards. A pier with a stonebuilding with gavanized iron roof on one side, and a square frame building with a ref roof on the other, makes a good landmark.

The pier cannot be used due to lack of fender piles and a large wreck which lays off the end of the pier.

Anchorage in good holding ground will be found about 700 yards off the end of the pier in 17 futhoms. Anchorage is exposed to the Southwest monsoon.

Copra is the only export commodity now. Lumber and ougar may be added in time.

Principal shippers are Procter & Gamble Co., and Aboitiz & Co., with a combined warehouse capacity of about 4000 tons.

Labor is supplied locally. Lighters, as required, are obtained from Cebu. Rate of loading averages 14 tons per gang hour.

Although there is a frosh water pipe connection on the pier, there is no means of conveying water to the anchorage.

Fronh stores are not available.

There is a small private nospital with limited incilities.

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1st Revised Page No. 86 Issued: 18th May, 1949

PORTS & OUTPORTS
Philippine Islands

PARBURAN

Samar Province Samar Island

Longitude 125° 32.7° F.
Latitude 11° 14.4° N.

Coast & Geodetic Chart Nos. 14423, 14467

PAMEUHAN lies on the west shore of Matarinao Bay. Entrance to the bay is through a deep narrow channel (3/8 mile wide) between two recess which are partly bare at low water, generally marked by brenkers and easily discernible at all times.

Bring the vessel to a position at the entrance with Minaloa Island bearing 218° true and the south end of Anahao Island bearing 257° true and Kanadag Island showing well open. From there steer 249° true heading for about 1/4 mile southward of Anahao Island. Anchor off the end of the pier in about 6 fathoms. This anchorage is untenable during the Kortheast monsoon.

The Samer Mining Co. (Elisalde & Co.) maintain a causeway and pier where vessels lay to the fender pile clusters at the end of the pier in 28 feet. Iron ore is conveyed to the vessel by transvay on the pier and conveyor bolt to the hold.

Principal shippers of copra are Suya & Co., and Procter & Camble of Tacloban. Three individually owned warehouses have a capacity of about 500 tons copra each. Barges, obtained from Tacloban, are leaded from three small landings at Pambuhan Sur. Labor, which is supplied locally, is reported to be unexperienced with no capable winchmen. Host of the copra from this district is shipped through Tacloban.

Frosh stores and fresh water are not available, neither can repairs be performed.

A small private clinic in Pambuhan Sur is only capable of rendering First Aid assistance.

Post and telegraph office is located in the town.

Approved For Release 2003/01/29 : CIA-RDP80-00809A000500060069-7

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Original Page No. 115 Issued: 20th May, 1949

PORTS & OUTPORTS Philippine Islands

PINAKALAYAH

Mindoro Province Mindoro Island

Longitude 121° 29.3° E.
Latitude 13° 02.5° N.

Coast & Geodetic Survey Charto Mos. 4305, 4218

PIERMALATAN is a small town on the East Coast of Mindoro Island, easily distinguished by the white concrete light tower on the beach,

The approach is open and free from hazards.

Bring the light house to bear 270° true and steer for it, anchoring in about 20 fathous distance 3/4 of a mile from the light. Anchorage is exposed to the N.E. monsoon.

Logs are loaded from the beach into L.C.Ts, which are hired from Manila, each L.C.T. holding about 20 logs. Winchmen and stevedores are supplied locally.

Loading is slow averaging 4 logs per gang hour.

No fresh stores, nor water are obtainable and no repairs can be performed.

There is a resident physician at Quinabigan, just south of Pinamaluyan, but no hospital facilities.

Mearest Fost & Telegraph office is at Calapan, about 30 miles north.

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Original Page No. 78 Issued: 5th April, 1948

PORTS & OUTPORTS
Philippine Islands

PORT BELLO

Leyte Province Leyte Island

Longitude 1240 32.6° R.

Latitude 100 58.7° M.

Coust & Goodstic Charts: 4426

PORT BELLO is situated on the northwest shore of Ormoc Bay about 4 miles west of Ormoc.

The bay is free from hazards. There are three large wrecks along this part of the coast. They are, however, visible and of no danger to navigation.

Fort Bello, being well sheltered from the Southwest monsoon, is used as an anchorage during that season for vessels loading out of Oracc.

Anchorage is about 1/4 mile off the end of the pier in 9 to 12 fathoms.

A pier and causeway with a sugar mill at the head of the causeway marks the site of Fort Bello.

The pier is badly in need of repair and cannot be used. The sugar millis not working.

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1st Revised Lage Mo. 25 Issued: 8th October 1948

PORTS & OUTPORTS
Philippine Islands

(Infanta)

Dieson Province (Tayabas) Luson Island

Longitude 121° 36.2° E.
Latitude 14° 40.5° H.

Coast & Geodetic Charts Nos. 4226, 4277

When bound for PUERTO REAL make for Tacligan Point. On rounding the point two corrugated iron warehouses will show up on the beach marking the lower end of town. Head ship for the training dikes shead and anener about 1/2 mile inside the point in 5 to 7 fathems. If the training dikes cannot easily be distinguished, which happens sometimes at high tide, round Tacligan Point when the corrugated iron warehouse bears 300° true. Steer 3/0 till the pier with the old sawmill bears 360°. Steer 360° till Tacligan Point bears 100° and anchor there in 7 fathems. Anchorage is well protected from the north-east mensoon but open to winds from the south-east and south-west. The manicipal landing and fixed red light have been destroyed.

Principal ship ers of copra are Alfrede Garcia & Co., and Maidiso Alvarez & Co., each of which maintains a loading catwalk of light construction for loading barges. One 1,000 ton warshouse is owned by Alfredo Garcia and Marciso Alvarez owns a 2,500 ton warshouse, both located on the beach. There are no local barges or tugs but same are obtained from Mauban and rotillo as occasion arises. Labour is obtained locally and from nearby Infanta and rate of loading is about 250 tons in twelve hours.

No fresh water nor fresh stores are available and no repairs can be performed.

There is a resident doctor and dentist at Infants but no telegraph nor postal facilities are nearer than Income.

HEISTRIGE LID	INFORMATION REPORT	TISIN N
SECULICY INFORMATION	OFFICE OF NAVAL INTELLIGENCE	26.) - 6.9 TAND MEM
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1st Rovised Page No. 12 Issued: 22nd October 1948

PORTS & OUTPORTS Philippine Islands

OUTHABIGAT

Mindoro Province Mindoro Island

Longitude 121° 29.1 E.
Letitude 12° 59.3 N.

Coast & Goodetic Charts Nos. 4305, 4218

Approach is open and free from hazards. QUIMABIGAN is easily discernible as being the next village south of Pinamalayan Light.

Several anchorages may be had off Quinabigan, but all are exposed to the N.E. monsoon. Recommended anchorage is in 30 fathors, 1.15 miles off Quinacigan, bearing 235° true.

Copra is assembled here for shipment, the most important suppliers being Yu Yek and Arsenic Siy.

Six warehouses with a total capacity of about L_0000 tons copra are situated near a small wooden dock. Four L_00 we owned by Tu Yes convey the copra from dock to vessel and labor is supplied by the shipper. Auto of loading 22 tons per gang hour.

Mo fresh stores, ice nor water are available and no repairs can be performed.

There is a resident physician at Quinabigan, but no hospital facilities.

Mearest Postal and tolographic facilities are at Calapan.

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		Lieutenant, U	SIR		
		Forwarded:			
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lat Rovined Page No. 51 Issued: 14th October, 1948

PORTS & OUTPORTS Philippine Islands

SAGAT (Fabrica)

> Negros Occidental Province Negros Island

Longitude 123° 25'.3 5.
Latitude 10° 56'.6 N

Const & Goodetic Chart No. 4428, 4417.

On account of the numerous unmarked shouls and reafs in the vicinity of Sagny, passage to and from the anchorage should only be made during daylight hours and preferably at low tide so that all reafs possible can be seen.

Buoys marking Turin Rock, Carmen Shoals, Carbin Roof and Molocaboo Island Roof are all missing.

A steel frame beacon, at the mouth of the Himngan River, about 20 foot high with a white triangle on top and a galvanized iron-roofed warehouse on the left bank of the river, mark the site of Sagay. Two lights red over white in the center of the triangle, are displayed at night. The rear inshere beacon is missing.

Good anchorage is to be found in 8 fathoms, sand and mud bottom, with Himmgan Hiver beacon bearing 173° true, 1-1/2 miles distant and the centre of Suyac Island bearing $120-1/2^{\circ}$ true, 3-1/2 miles distant.

The anchorage is open with no protection and, on account of the numerous reefs is untenable during the typhoen season, Nevember, Desember and January. During this period cargo is lightered to and loaded at Iloilo.

Lumber from the Insular Lumber Co., and sugar from the Lopes Sugar Control is leaded in lighters at landings up the Himmgann River and towed to the anchorage, each tow taking about 2-1/2 hours from landing to ships side and then only at high tide. Lighters, as many as necessary, are supplied from Iloilo by the Visayan Stevedoring Co. Labor is supplied locally and the rate of loading averages 55 tens per gang hour sugar and for lumber about 15,000 bft, per gang hour.

No fresh stores nor water are available, but in an emergency water could be obtained by barge from Iloilo.

Dunnago can be purchased from the lumber mill at /100.00 per 1,000 bft.

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Original Page No. 81 Issued: 30th April, 1948

PORTS & OUTPORTS
Philippine Islands

SOGOD

Leyte Province Leyte Island

Longitude 1240 58.74 E.

Latitude 100 23.24 H.

Coast & Geodetic Charts Nos. 4424

SOCOD situated at the head of Socod Bay is well protected from the Northeast and Southwest monsoons. The whole bay is clear and free from Hazards. The town itself is a cluster of small buildings with a short pier.

The pier is well constructed of wood with concrete deck with about 30 feet of water at the end. Unfortune ly there are no mooring facilities so it cannot be used.

Vessels anchor about 600 yards off the end of the pier in about 35 fathems, and bottom,

Small amounts of copra are exported, the principal supplier being Mr. T. Suya who owns a warehouse of about 1,000 tons capacity. Labor is supplied locally but lighters, whom required, are obtained from Tacloban.

No fresh water nor fresh stores are available, neither are there any medical facilities. There is no post nor telegraph office.

Approved For Release 2003/01/29 : CIA-RDP80-00809A000500060069-7

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Original Page No. 35 Issued: 13th Eay, 1948

PORTS & OUTPORTS Philippine Islands

SULAT

Samar Province Samar Island

Longitude 125° 27.2° E.

Latitude 11° 48.9° H.

Const & Goodetic Chart No. 4422

The town is situated on the south shore of Sulnt Bay on the East Coast of Samar.

Entrance to the bay and anchorage is restricted and should be made with care as there are no navigation sids marking roofs and shouls.

Taig Point forming the southern shore of the ony, is prominent on account of the long and broad reef, dry at low water, which extends from it and on which are four (4) small rocky islets.

Entering from a position just northward of the last of these islets (Agruan) bring the south and of Anajao Island, in the middle of the bay, to bear 250° true and steer for it, keeping cleer of the rock awash south-enstward of Cataloban Island which forms the northern shore of the entrance. Continue on this course slowly until the ruins of Sulat church bear 195° true, then steer for them, keeping a sharp look out for a coral patch which lies south-enstward of Anajao Island. Drop anchor in six (6) fathems about 1-1/2 miles from the mouth of the river, mud bottom.

A heavy sen sets into the bay during the north-east mensoon and during this period the anchorage is untenable.

Principal copra shippers are Suya, Procter & Gamble and Aboitiz & Company. Warehouse space is limited to 650 tons, although considerable more is stored under the houses.

Barges, obtained from Tacloban as required, are loaded in the river. Labor is supplied locally.

Ho fresh stores, fresh water nor repairs are available. A resident doctor can attend minor cases. There is no post nor telegraph office.

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2nd Revised Page No. 43 Issued: 24th June, 1952

PORTS & OUTPORTS
Philippine Islands

TANDOC (Butauanan Bay)

> Camarines Sur Province Luzon Island

Latitude 14° 03.1 E.

Const & Goodstic Chart No. 4223

TANDOC, the site of a large sawmill, lies at the head of Butauanan Bay about 2-3/4 miles Southeast of Sapenitan Point. The approach is not easy and should only be attempted during daylight hours, as the reefs on either arm of the bay are not marked. The pier is visible on entering the bay and care should be exercised when steering for the pier to avoid a rock with a least known depth of 10 feet, situated 1190 yards 134 degrees true from the off snore end of the pier.

Sapenitian Foint is low and wooded at the extremity, but is 352 feet high about 2 miles inland. It is surrounded by a wide reof, which is partly bare at low water.

Butauanan Bay: The western arm of which extends 2 miles southeastward. The shores of this arm are fringed with coral reefs, leaving a deep packet of over 1 mile long, 1/2 mile wide between them.

Pilotage is not compulsory but is recommended for large vessels, especially when visiting the port for the first time. Pilot is available at Mercedes, or by special agreement.

Woodworks, Inc. are the owners of the sawmill and maintain a wooden pier. The pier is located in direction approximately 45°-225° and has a length of 420 feet, a width of 25 feet and with a mean doubt of 29 feet. (Eny 1952). The pier is in excellent condition. There are 10 fender-mooring clusters on eastern side. Ocean-going vessels borth on eastern side. A railroad runs from mill to end of pier, also a travelling crane of 15 tons is available if required. Current-abb to the west and flood to east.

The pier is unsafe during the Northeast monaton and when sees and swell make up from the north.

Local labor is used for stevedering, the average rate of loading being approximately 90,000 board feet per day of 24 hours per hetch.

Dunnare is available.

Mo frosh water or stores are available; but company maintains canteen where personal

stores may be obtained.

There is a well equipped muchine shop at the mill where minor repairs can be performed.

The mill maintains a company cospital which can furnish medical treatment and minor

No public postal or telegraphic facilities are available, the nearest being at Maga, but the Company maintains a private post and telegraph office.

Approved For Release 2003/01/29: CIA-RDP80-00809A000500060069-7

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lat Revised Page No. 114 Issued: 6th September, 1949

PORTS & OUTPORTS
Philippine Islands

TAYSAH

Mashate Province Mashate Island

Longitude 123° 21.7° E.
Letitude 12° 06.3° H.

Const & Geodetic Survey Chart No. 4412

The village of TATSAN is not shown on any chart but it is situated at the mouth of the Taisan River on the west shore of Asid Culf.

There are no buoys or beacons marking the shoals and reefs, so approach should only be made during the day.

The place can be recognized by the small privately owned wooden pier.

Anchorage can be taken up about one mile off Cinamongan Point with the Point bearing 290° true.

Anchorage is open to easterly and southwest winds.

Kanganese ore from the Taysan Manganese Co., is leaded into lighters at the pier and towed to the anchorage.

labor is supplied locally but lighters are obtained from Ricile as required.

Loading rate is about 200 tons per day.

No fresh water or supplies are available.

There is a resident doctor who maintains a small dispensary.

There are no post nor telegraph facilities.

SECURITY INTER		OFFICE OF NAVAL INTELLIGENCE	2141: 57.
April 1955		ONI FORM 3820 2 (REV. 12 - 51)	27 April 1953
DIO-11ND, San	Diego, Galis	fornia	3-2
Philippines -	Virag: Port	Information (n um f 0 as AM	150
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1st Rovined Page No. 42 Issued: 8th October, 1948

PORTS & OUTPORTS
Philippine Islands

VIRAC

Sorsogon Province Catanduanes Island

Longitude 124° 13.8 E.
Latitude 13° 35.1 H.

Const & Geodetic Charts Nos. 4222 - 4221 - 4269

The white concrete light tower and the church with white dome distinguish the town of VIRAC.

Anchorage is found by steering on a 3440 true bearing with the light tower, passing westward of Virac Bank and eastward of Johns Reef and dropping anchor in 9 fathoms. None of the reefs in this area are warked. The anchorage is exposed to the Bortheoust monsoon and owing to the surrounding reefs is not recommended as a loading point during the Northeast monsoon season.

Principal hemp and copra shippers are Gutierroz lines.. Chion: Tay and Madrigal & Co., each of whom owns a warehouse capable of holding 1,000 tons of copra or 2,000 bales hemp.

Owing to the lack of small craft all coprs and hemp from this area is shipped by interisland vessels, which dock at the municipal landing, to Tabaco or Legaspi. Ocean going vessels, therefore, have not called at this port since the war.

The Polish Enterprise Co., plan to exploit a manganese ore deposit in the locality and will probably ship through Virac.

No fresh stores nor water are available.

A small government emergency clinic is located near the municipal landing, where is situated also the postel radio station.